

CLAIM BRITISH LOST CRUISER IN NORTH SEA

At the Same Time Germans Admit Sinking of Their Own Armored Cruiser Bluecher But Say Nothing of Damage to Two More of Their Warships

BRITISH SAID NOTHING OF LOSS OF A VESSEL

German Fleet Started for East Coast of England But When Detected by Superior Fleet of English They Turned and Fled to Home Waters

The German official report of yesterday's naval engagement in the North Sea says that according to information available the British lost a battle cruiser. This is in direct variance with the official English version of the fight, which states that none of the British vessels was lost. The German report confirms the sinking of the armored cruiser Bluecher and states that the other German vessels returned to port. The British assertion that two German battle cruisers were damaged seriously is neither confirmed nor denied.

According to Vienna reports, the Austrians have administered a definite check to the Russian army which invaded Bukovina. An official statement from the Austrian capital to-day, however, says merely that quiet prevails after the latest successful battles in Bukovina and makes no mention of a hurried Russian retreat and heavy losses reported previously. The statement shows that the Russians again succeeded in penetrating the passes of the Carpathians, as it says that they were driven out of several trenches which they had pushed forward south of the passes.

The garrison of Przemyśl, whose resistance month after month to the besiegers has been one of the most dramatic features of the war in the East, is said at Vienna to have resisted so successfully that the assaults on the city have virtually ceased. The statement is made that 5,000 Russians are prisoners within the city.

London, Jan. 25.—An attempt by a German cruiser squadron to repeat the attack recently made on Scarborough, the Hartlepool and other British coast towns was frustrated yesterday by the British patrolling squadron and in a running fight the German armored cruiser Bluecher was sunk and two German battle cruisers were seriously damaged.

The British ships suffered only slight injuries. So far as is known only 123 of the Bluecher's crew of 885 were saved.

The British were superior in ships engaged, weight of armament and speed and the flight of the German ships into the mine and submarine-infested field possibly saved them from further losses. The Bluecher was a cruiser of 15,500 tons displacement and, although commissioned in 1908, was completely re-equipped last year. She was not classed as a battle cruiser, but was in the next class to those formidable fighters.

With her were the Derfflinger, Germany's latest battle cruiser which had just left the builder's hands, and the battle cruisers Seydlitz and Moltke, the latter a sister ship of the Goeben, formerly of the German, but now of the Turkish fleet, which was recently reported damaged by the Russians in the Black sea.

The British squadron, commanded by Vice Admiral Sir David Beatty, who also was in command at the battle off Heligoland last August, consisted of the battle cruisers Tiger, Lion, Princess Royal, New Zealand and Indomitable. The first three of these cruisers mount eight 15.5-inch guns each and even the New Zealand and Indomitable carry 12-inch guns which are equal to those of the Derfflinger, the only one of the German ships that had better than 11-inch guns.

Official Report.

The official report issued by the press bureau gives the following account of the engagement:

"Early this morning a British patrolling squadron of battle cruisers and light cruisers under Vice Admiral Sir David Beatty with a destroyer flotilla under Commodore Tyrwhitt sighted four German battle cruisers and several light cruisers and a number of destroyers steering westward and apparently making for the English coast.

"The enemy at once made for home at high speed. They were at once pursued and at about 9:30 a. m. action was joined between the battle cruisers Lion, Princess Royal, New Zealand and Indomitable on the one hand and the Derfflinger, Seydlitz, Moltke and Bluecher on the other. A well-contested running fight ensued. Shortly after 1 o'clock the Bluecher, which had previously fallen out of line, exploded and sunk.

"Admiral Beatty reports that two battle cruisers were seriously damaged. They were, however, able to continue their flight and reached an area where dangers from German submarines and mines presented further perils.

"No British ships have been lost and our casualties are persons." as at present reported are slight. The Lion, which led the line, having only 11 wounded and no killed.

"One hundred and twenty-three survivors have been rescued from the Blue-

germans suspected that the allied troops were in St. Georges, and the allies suspected that the Germans were in it, each taking it for granted that the bombardment itself was a sham manoeuvre.

But for some days now the English have had the place, keeping it practically by virtue of the many machineguns they have so posted that the narrow causeway is swept by their fire. This machinegun fire in and about St. Georges never stops. The slow "back-lash" of the English guns, and the more rapid sputter of the French "mitrailleuses" keeps up day and night. Responsible for this are the German sailors and marines who continue in their efforts to retake the village.

When the wind sweeps over St. Georges it carries with it the smell of decomposing bodies. In the stillness of the night one hears from there the groaning of wounded—of men who ventured into or near the place, were shot down, and then were found to be beyond the reach of those who would succor them. To venture into the open along the causeway means either to die or be wounded. The very heaps of debris seem animated by the desire to carry further the destruction of which they are the result.

At night also one hears the incessant coughing of the French African and Anglo-Indian troops, who seem unable to stand the vigors of the cold and damp climate of Flanders.

On the outskirts of the village stands a little house, upon whose door have been chalked the words: "Francteur—already disposed of." Not far from the door lies the body of a man with the fingers still about the handle of an open umbrella.

The dyke giving access to the place would not hold the bodies of those who have died in the effort to either take or retake this island in the "inundation lake."

MAKING MONEY FROM WAR.

British Manufacturers Seize Opportunities in Furnishing Products.

London, Jan. 25.—Men of business with a ready eye to changing conditions have found that war-time offers many new roads to wealth, if the opportunity is seized quickly. Almost every day since the war began some alert British manufacturer or trader has found openings in some new field.

A prominent hardware manufacturer in Birmingham put his factory into the hands of a manager at the beginning of the war and himself hurried to a nearby town and erected a plant for the manufacture of emblems and buttons. He has been making these novelties in war-time designs by the million at a handsome profit.

A lithographer found a similar gold mine by turning his entire plant over to the printing of patriotic picture postcards, while a struggling novelty dealer has put his business on its feet by the sale of 100,000 or more sewing kits for soldiers.

Lesser successes have been achieved by the men who have marketed such minor articles for soldiers use as a boot-tag, a pipe lighter, and a patriotic brooch. An American traveler at the beginning of the war chanced to learn that the supply of cheap buttons in England was precarious, low, most of the English supply having been imported from Austria; he took immense orders in behalf of an American firm at prices presumably well above the ordinary.

The war has brought a moderate degree of prosperity to makers and dealers in foods, clothing, medical supplies, war munitions, and an immense number of small articles required by land or sea forces. Shipbuilders and shipowners have scored heavily, and the British farmer is getting unprecedented prices for his products. Even the dentists have had their share of war business, for it is necessary that the man who is going to the front to serve the king in water-filled trenches, should have his teeth in sound shape if he is to enjoy the excursion.

INTENSE BOMBARDMENT.

Germans Attack by Artillery But Make No Infantry Charge.

Paris, Jan. 25.—The following official communication was issued by the war office last night:

"There has been an intense bombardment by the Germans in the region to the north of Lille (Flanders) and the lively fighting in the Channel D'Herpang, but no infantry attacks. Some shells have fallen on Arras and firing has occurred to the north of the town.

"In the region of Albert the enemy has discharged a number of bombs against La Roquette, but our artillery forced him to cease this attack.

"In Abbeville the struggle is in progress to-day in the region of Uffchesmin, that of Hartmann-Werkdorp where we are in contact with the wire entanglements established by the Germans, but as yet there is no news of the operations of the day."

BRITISH REPULSED REBELS.

Who Had Attacked Uppington, in Bechuanaland With 1500 Men.

Pretoria, Jan. 24, via London, Jan. 25.—It is officially announced that 1200 rebels who had attacked Uppington, Bechuanaland, on Jan. 23, were repulsed, leaving behind 12 dead, 23 wounded and 96 prisoners. The Union of South Africa forces lost three men killed and 22 wounded.

HOTEL COMFORT PEOPLE FLED BAREFOOT

Fifty Occupants of a Roxbury, Mass., Apartment House Fled to Vacate by \$10,000 Fire.

Roxbury, Jan. 25.—Fifty occupants of the Hotel Comfort, a four-story brick apartment house in the Roxbury district, fled barefooted to the snow-covered streets when fire, starting in an air shaft, spread through the upper floor to-day. Although many had difficulty in climbing down the icy fire escape, none was injured. The loss will not exceed \$10,000.

RATE INCREASE 1150 PER CENT

Astounding Revelation on Cost of Transatlantic Shipments

CHARGES GOING HIGHER IS ALSO STATED

American Shippers Faced by a Very Serious Situation

Washington, D. C., Jan. 25.—Evidence of extraordinary advances in transatlantic freight rates since the outbreak of the European war, amounting in some instances to 900 and even 1,150 per cent., was presented to the Senate to-day in a joint report from Secretaries McAdoo and Redfield.

"While this report is being written," the statement says, "information is received that rates are higher than those given in some of the tables presented, and that even at these extraordinary figures, it is difficult to obtain cargo space for earlier sailings than March and April."

The report contains numerous tables of rates on various commodities from American to European ports and summarizes the principal advances since August 1 last as follows:

New York to Rotterdam on grain, 900 per cent.; on flour, 500 per cent.; on cotton, 700 per cent.

New York to Liverpool on the same commodities, from 300 to 600 per cent. Baltimore to European ports (excepting Savannah) on grain 900 per cent.; on flour, 364 per cent.; on cotton, 614 per cent.

Norfolk to Liverpool on grain 157 to 200 per cent.; on cotton, 186 per cent. Norfolk to Rotterdam on cotton, 471 per cent.; to Bremen, 1,100 per cent., namely, from \$1.25 to \$15.00 per bale. Savannah to Liverpool on cotton, 230 per cent.; to Bremen, 900 per cent. Galveston to Liverpool on grain, 174 per cent.; on cotton, 361 per cent.; to Bremen on cotton, 1061 to 1,150 per cent.

The report declares that in one year, if American exports maintain the December, 1914, level, the increased rates will make a charge of \$216,224,400 on American shippers and that if the imports be included, the amount would reach the sum of \$311,840,400, or 141 1/2 per cent. over the usual cost. If normal rates are taken in conjunction with the abnormal on the December basis, the freight charge on both exports and imports in a year would make the grand total of \$532,110,000.

The report contains several score letters from business men over the country, declaring their inability to get bottoms for their freight, and charging discrimination by the carriers in the business against freight that pays a low rate, and the breaking of contracts by at least one of the big transatlantic steamship companies. The charges are summarized as follows:

"Ocean freight rates have been arbitrarily increased to an unparalleled height without regard to the interests of the American trade."

"High rates are not only restricting the general volume of our export trade, but are actually stopping exportations in some lines. Some business plants have been shut down as a result of the exorbitant rates."

"Ship owners in some instances are taking only those goods or commodities which will pay the highest rates of freight and are easily undated, and are declining to accept shipments of other commodities (such, for instance, as lumber), because the character of the shipments and the rates obtainable thereon make it more to the interest of the shipowner to accept one class of goods than another. If common carriers on land were to practice such discriminations against shippers, and adopt such arbitrary methods, they would be subject to criminal prosecution."

"Despite claims that there is ample tonnage for the South American trade, there are letters to show that rates to South America have been greatly increased, and there is a shortage of tonnage both to and from South America."

"The direct charge is made that the Holland-American line has repudiated written contracts with American shippers and has increased freight charges without regard to their rights."

The report also contains a letter from the Panama Railroad company, which says:

"Our stock (of coal) has been reduced from 90,000 to 40,000 tons, and both the Barn line and our company are securing the charter market in the effort to secure sufficient tonnage to carry to the dock the amount of coal it is imperative we should keep there."

"It will be observed," says the report, "that the greatest increases in rates and the heaviest tax has been made upon the products in which the American carrier is most concerned, namely, grain and cotton. Grain and cotton constitute the great bulk of our export trade and have the largest interest in throwing the balance of foreign trade in favor of this country."

"The increase is particularly onerous upon the cotton producers of the South, because it comes at a time when the effects of the war have greatly reduced the value of cotton and when the southern farmers are least able to bear additional burdens."

"Ocean freight rates are still rising and are limited only by the greed of the steamship owners on the one hand and by what the traffic can stand on the other."

"The government has no power to control or regulate ocean freight rates. It cannot, under existing law, protect our foreign trade against these exorbitant rates."

(Continued on eighth page.)

MOVE TO FIX THAW'S SANITY

His Own Lawyers Tried to Have Him Sent to Bellevue

WHEN ARRAIGNED FOR CONSPIRACY

No Attempt Made to Secure His Release on Bail

New York, Jan. 25.—A motion to have Harry K. Thaw sent to Bellevue hospital so that it might be determined there whether he is sane was made to-day by Thaw's attorneys at his arraignment in supreme court on the charge of conspiring with others in effecting his escape from the Matteawan asylum in August, 1913. Decision on the motion was reserved.

No attempt was made to obtain Thaw's release on bail. He was remanded back to the Tombs prison to remain there until next Wednesday, when he will appear before Justice Davis to plead to the indictment and when the latter will decide the motion regarding Bellevue.

3 KILLED IN TONG WAR OUTBREAKS

Several California Cities Were Scenes of Fighting Among Chinese—Over Twenty Arrests Made.

San Francisco, Jan. 25.—Three Chinese were shot and killed and a number were wounded in a Tong war, which broke out in several California cities last night. More than a score of arrests had been made to-day at various points of the conflict and the police of all the Pacific coast cities are keeping close watch on the Chinese inhabitants, to prevent a spread of hostilities.

The war began at a peace meeting here of representatives of several Tong, called together to patch up quarrels which had been smoldering for a year. Among the killed was Quong Quok Wah, president of the San Jose Yings, one of the Tong.

CASE WITHDRAWN

On Payment of Cash in Ex-Minister's Case at Portsmouth.

Providence, N. H., Jan. 25.—Criminal proceedings in this city against Harold A. Folsom, unfranked minister of the St. John's Episcopal church, have been dropped through a cash settlement made by him with Miss Violet M. Pilgrim, the young girl whom he wronged and who is mentioned as co-respondent in the libel for divorce filed by his wife.

The divorce proceedings will come up before Chief Justice Robert J. Pike in the course of the next few days.

Paul R. Raney, secretary of the Y. M. C. A. at Montreal, has been in the city several times in the course of the last month for the purpose of interceding for Folsom, and it is understood that through his efforts reinforced by those of Folsom's brother, Dr. G. K. Folsom of New York, the settlement was arranged and agreed to by the Pilgrim girl.

GERMANY PROTESTS TO UNITED STATES

Against Shipment of Hydro-aeroplanes to Belligerents on Ground that Machines are War Vessels.

Washington, Jan. 25.—Germany protested to the United States to-day through Ambassador Count Bernstorff against shipment of American hydro-aeroplanes to the European belligerents on the ground that such air craft are war vessels.

PENROSE IS BETTER.

His Condition Gave His Friends Alarm On Saturday.

Philadelphia, Jan. 25.—Senator Boies Penrose, who is ill at his home here of bronchitis, showed some improvement yesterday, according to his physician, Dr. H. B. Carpenter. At the senator's home it was said the danger of pneumonia developing was slight, although the senator's illness was still at an acute stage.

According to his physician and members of his household, the senator passed a fairly comfortable day. His brother, Dr. John B. Penrose, was in attendance upon him during the day.

The senator has not left his home since Jan. 15. On Saturday he appeared to be in rather a serious condition, and indications of pneumonia were rumored.

DECLARED A PROFESSIONAL.

Shortstop Low May Not Play With Dartmouth Varsity.

Haver, N. H., Jan. 25.—The Dartmouth athletic council announced yesterday that it had decided to bar from the college baseball diamond Fletcher Low, a senior, of South Essex, Mass., because of alleged professionalism, through summer baseball. Low's absence from the shortstop position may cause apoplexy in other places on this year's Green team, it is said.

WHEAT ADVANCED AN EIGHTH.

New High Record for May Delivery Since War Started.

Chicago, Jan. 25.—Prices of wheat soared again today to new high records. May delivery reached \$1.65, a rate of one-eighth as compared with Saturday night's close. The highest previous quotation since the war was \$1.45, on Jan. 21.

FUNERAL OF OSCAR BORGH.

Held at Swedish Mission and Was Largely Attended.

Largely attended funeral services for Oscar Borgh, a prominent Swedish merchant of Barre, whose death at his home in the Sangunetti block last Tuesday forenoon followed a protracted illness, were held Saturday afternoon. Prayer services over the remains were held at the home at 1:30 o'clock and the funeral took place in the Swedish Baptist mission on Brook street a half-hour later. Rev. John Bojork pastor of the mission officiated at the services and he was assisted by Rev. George H. Holt, pastor of the First Baptist church. Many members of the Swedish colony attended the services and a number of fraternal organizations with which the deceased was affiliated joined in the tribute to Mr. Borgh's memory. There was an unusually large profusion of beautiful flowers.

The bearers were chosen as follows: Ernest Solberg and Oscar Anderson from the order of Vasa, Arthur J. Lorange and John Rowley from the Modern Woodmen and Alexander Ritchie and Charles Oliver from the Odd Fellows. During the services at the church duets were rendered by the Misses Inglis and Messrs. Erickson and Benson. Rev. Mr. Bjork spoke feelingly of the deceased. With the exception of the Odd Fellows, who had services at the grave, the various orders gave their rituals at the church. Interment was in Hope cemetery.

Among those who attended the funeral from out of the city were: Mr. and Mrs. Halbert Samuelson and Mr. and Mrs. Swan Peterson of South Ryegate.

AFTER PROTRACTED ILLNESS.

John A. Anderson Died at His Home on East Montpelier Road.

John A. Anderson passed away at his home on the East Montpelier road, Saturday evening at 9 o'clock, death following a protracted illness. He is survived by his wife, a son, John Alfred Anderson, aged two years, two brothers and a sister, who live in Sweden.

The deceased was born in Smaland, Sweden, July 19, 1870. He came to Barre in 1903 and had made his residence here since that time. His marriage to Hannah Johnson of Quincy, Mass., took place in Quincy July 6, 1911. Mr. Anderson was a granitecutter by trade and belonged to the outdoor association. He was also associated with Green Mountain council, No. 756, Royal Arcanum; Barre aerie, Order of Eagles; the order of Vasa, Granite City lodge, S. B. of A. and the Independent Order of Odd Fellows. During his residence here Mr. Anderson made a large number of friends and his death will be mourned in many circles.

Funeral services will be held in the Brook street Baptist mission Tuesday afternoon at two o'clock. At 1:30 o'clock Rev. John Bjork will conduct a prayer service at the house and he will be assisted by Rev. George H. Holt, pastor of the First Baptist church. Interment will be made in Hope cemetery.

TWO BOYS DROWNED

When Their Rowboat Was Upset By a Gale.

Boston, Jan. 25.—Daniel Hanlon, a boy of 16, and his younger brother, John, were drowned in the harbor yesterday when their rowboat was upset by a gale. They were searching for driftwood.

MONTPELIER MAN PRESIDENT.

C. A. Ingalls Heads the Vermont Spiritualist Association.

The Vermont State Spiritualists' convention closed at Montpelier last night after three days' session, during which delegates listened to lectures and spirit messages from Mrs. Anna R. Chapman of Brighton, Mass., and Fred R. Niles of Boston, president of the Massachusetts society. The following officers were elected: President, C. A. Ingalls of Montpelier; vice presidents, I. W. Hatch of Burlington, A. W. Hubbard of Tyson and S. S. Smith of Barre; secretary, Mrs. S. T. Smith of St. Albans; treasurer, Mrs. Ellen B. Ward of South Barre; auditor, I. W. Hatch; chairman, board of managers, Fred N. Hunt of Montpelier. The date and place of next convention was left with board of managers.

HORSE STEALING CHARGED.

Accused Says Little in Order to Keep Arrest from His Mother's Notice.

St. Albans, Jan. 25.—Policeman Robert Walker arrested in this city Saturday night a young man, giving the name of E. P. Hill, charged with stealing a horse and rig from Myron Moffatt of West Ensbury, the outfit being taken from the Methodist church sheds at Ensbury Falls last Tuesday night. Hill is said to have sold the rig to Perry G. Cook of Fairfax Thursday for \$12. He will not tell where he lives, saying he does not wish his mother to know of his predicament. Some switch boys found on his person lead to believe that he was employed by the Canadian Pacific railroad.

MISSING WOMAN HEARD FROM.

Mrs. Wallace E. Murray Says She Didn't Leave With Another Man.

St. Albans, Jan. 25.—Mrs. George Lorely of this city has received a letter from her daughter, Mrs. Wallace E. Murray, written from Lansing, Mich., where she is with her sister, Mrs. Fred Brigham. Mrs. Murray was reported to have left here January 6 with a man. Mrs. Lorely writes that her sister has heard such a story but that it is untrue. Says she left because of domestic infelicity.

PROMOTED AGAIN.

J. Walter Wardlaw Made C. V. Purchasing Agent.

St. Albans, Jan. 25.—J. Walter Wardlaw has been appointed assistant to President E. A. Smith of the Central Vermont railroad and purchasing agent with office in St. Albans. Mr. Wardlaw well known to railroad men in the state. He started railroad work with the Grand Trunk company in 1902 and came to the Central Vermont in 1904, serving in various capacities since that time.

GORMAN FOR POSTMASTER

President Wilson To-day Sent His Name for the Barre Position

JAMES E. BURKE FOR BURLINGTON

Gorman Was Recommended by Democratic State Committee

Washington, D. C., Jan. 25.—The president to-day nominated George W. Gorman to be postmaster at Barre, Vt., and James E. Burke to be postmaster at Burlington, Vt.

George W. Gorman, who to-day was nominated for Barre's postmaster, has been prominent in local and county circles of the Democratic party and at the meeting of the Democratic state committee some weeks ago he was recommended for the Barre position by a vote of six to five over George N. Tilden. Mr. Gorman has been in the insurance business for some years and also has been interested in the granite industry. Formerly he was employed by the Montpelier & Wells River railroad in its Barre office.

FIRE IN HAZARDOUS PLACE.

But Flames Were Allowed to Make Only Small Headway in Boyce-Durkee Block.

On their way home from the movies Saturday night at 10:20 o'clock, William Towers and Alex. Clark saw smoke billowing through the door crevices at the entrance to Mrs. H. S. Miles' millinery store in the Boyce-Durkee block at 70 North Main street. One glance convinced them that something was wrong inside, and Towers, more fleet of foot than his companion, raced to box 23 at city hall and turned in a general alarm. Three divisions of the city's fire fighting apparatus swung into the teeth of a strong norwester, which had been striving all the evening to be recognized as a gale, and were soon drawn up in front of the smoking block.

The flying squadron, first to arrive on the scene, found that most of the fire was confined to a storage closet directly under the stairs leading to the second floor of the building. Some of the regulars were ready to line their hose to the hydrant, but the chemical mixture used for small blazes was enough to eliminate all danger of a serious fire. The all-out signal was given a few moments after the first alarm sounded. Loss on the building will not exceed \$50, and while Mrs. Miles says she has not reckoned the amount of damage done to her millinery stock, it is not thought that it will aggregate over \$100. Insurance on the losses is carried by the Robinson-McAlister agency.

How the fire started was as much of a mystery to-day as it was when Chief Gladding and his men looked the building over after the excitement Saturday night. Beyond a doubt, it originated in the closet, but Mrs. Miles states that the closet is used for storing summer goods and had not been entered by any of the store attaches since last fall. There are no wires in the closet, unless exception is made of hat pins, wire hat crowns, etc.; and the authorities do not credit the well-known mice and matches theory.

Nowhere in the city, according to the firemen, is there a building where the chances for a disastrous fire are more threatening. Once it became known Saturday night that the Durkee block, as it is usually called, was alive, hundreds of people gathered in expectation of a bad conflagration. Two upper stories are peopled with many tenants, and as a precaution three families hurried down the rear exits. Smoke rolled out of the store in such volumes at one time that no one seemed ready to say just how far the fire had gone. Consequently, Chief Gladding ordered the second and third-story occupants to vacate at once. A high wind prevailed, and had the breezes been able to sweep the flames, a busy night would have been in store for the firemen. Business tenants of the block, including the Boyce Tailor shop, Miers' and Holt's barber shop, the Baltimore cafe, and the Direct Importing store, were naturally apprehensive of the outcome, but their places were scarcely affected by the smoke. That section of the block where the fire was discovered is owned by the Boyce estate. The authorities have not abandoned their efforts to learn the cause of the outbreak.

Lamp Too Near Drapery.

A second general alarm sounded last night at about 7 o'clock, when fire was discovered in a house on Second street owned by Theodore Desmarres and occupied by a family named Kinnell. The signal came from a fire in the basement of Berlin and North Main streets, the auto truck and the two horse-drawn pieces of apparatus responding. When the regulars arrived, Mr. Kinnell, with the aid of a friend, Joseph Leavay, had extinguished the flames. The fire appears to have started from a kerosene lamp, which had been left too near a drapery in one corner of the living room. The cause of smoke around members of the family to the danger, and when they rushed into the room the drapery was ablaze. A general alarm was given as a precaution, it was stated. The damage was slight.

BEING URGED TO RUN.

O. B. Shortell May Be Aldermanic Candidate in Third Ward.

Friends of O. B. Shortell, former overseer of the poor, are urging his candidacy for alderman in the third ward, and it is understood that Mr. Shortell would run for the office if he should learn that any considerable number of voters there desire that he should.